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only a few Japanese police officers at each station as established. The more important duties of such police officers are as follows:

1. To prevent Japanese subjects from committing crimes;
2. To protect Japanese subjects when attacked;
3. To search, arrest and escort Japanese prisoners, under the jurisdiction of a Japanese consulate;
4. To attend to the enforcement of consular orders in connection with civil cases, such as the duties of the registrar;
5. Investigation and supervision of the personal standing of Japanese subjects;
6. Control and discipline of Japanese subjects who violate the provisions of treaties between Japan and China; and
7. To see that Japanese subjects abide by the provisions of Chinese police regulations when the agreement between Japan and China respecting the same should actually come into force.

In short, the establishment of stations for Japanese police officers in South Manchuria and Eastern Inner Mongolia is based on consular jurisdiction, and its aim is efficiently to protect and discipline Japanese subjects, to bring about a completely satisfactory relationship between the officials and people of the two countries, and gradually to develop the financial relations between Japan and China. The Chinese Government is requested speedily to recognize the demands precisely as it has the establishment of consulates and consular agents in the interior of South Manchuria in pursuance of the policy to maintain the friendly relations between China and Japan.

AGREEMENT BETWEEN THE UNITED KINGDOM AND FRANCE RESPECTING
TRADE WITH MOROCCO AND EGYPT IN TRANSIT THROUGH BRITISH
AND FRENCH TERRITORIES IN AFRICA¹

Signed at London, August 24, 1916

The Government of His Britannic Majesty and the Government of the French Republic, being desirous of concluding the agreement contemplated by Article 4 of the Declaration between Great Britain and France of the 8th April, 1904,² respecting the trade of the two nations with Morocco and Egypt in transit through French and British terri-

¹ Great Britain, Treaty Series, 1916, no. 7.

² Supplement to this JOURNAL, January, 1907 (vol. 1), p. 6.

tories in Africa, the undersigned, duly authorized to that effect by their respective governments, have agreed upon the following articles:

ARTICLE 1

Goods exported from, or dispatched to, the United Kingdom, which may be despatched to, or emanate from, Morocco, and which pass in transit through Tunis, Algeria, or other territories bordering on Morocco and belonging to France or recognizing her sovereignty, and goods exported from, or dispatched to, France which may be dispatched to, or emanate from, Egypt, and which pass in transit through British East Africa or Uganda, shall be accorded a treatment exactly similar to that applied respectively to goods exported from, or dispatched to, France, and to goods exported from, or dispatched to, the United Kingdom, so far as concerns customs duties and other dues to which they may be liable in the territories through which they pass in transit, so far as concerns railway rates and imposts so far as concerns the customs regulations in force affecting their ingress and egress, so far as concerns the method of transit, and, in general, so far as concerns all customs facilities.

For the execution of the present agreement, a decree shall lay down the conditions governing the transit across Algerian territory of goods of foreign origin emanating from or dispatched to Morocco.

ARTICLE 2

The present reciprocal agreement shall be valid for a period of thirty years. Unless the agreement is expressly denounced at least one year in advance, this period shall be extended for five years at a time.

In witness whereof the undersigned have signed the present agreement and have affixed thereto their seals.

Done in duplicate at London, the 24th day of August, 1916.

(L.S.) GREY OF FALLODON.

(L.S.) PAUL CAMBON.

*French Decree of May 2, 1915, regulating the Transit of Goods
through Algeria*

A translation of this decree is shown below in connection with the foregoing Agreement:

*Ministry of Commerce, Industry,
Posts and Telegraphs.*

The President of the French Republic,

On the report of the Ministry of Commerce and Industry,

Having regard to Article 4 of the Law of the 5th July, 1836, which confers on the government power to designate the custom-houses through which import, transit, and export of certain goods shall be effected;

To the Laws of the 28th April, 1816, 27th March, 1817, and 16th May, 1863;

To the Laws of the 17th December, 1814, and 9th February, 1832, relating to transit;

To Article 9 of the Law of the 17th July, 1867, regarding the Customs regime of Algeria;

To the Law of the 11th January, 1892, establishing the customs tariff and subsequent amending laws;

To Article 15 of the Law of 16th April, 1895;

To Article 5 of the Decree of the 17th December, 1896;

In view of the proposals of the Governor General of Algeria and of the recommendations of the Minister for Foreign Affairs, the Minister of Finance, the Minister of the Interior, and the Minister of War;

Decrees:

Article 1. The custom-houses set up in Algerian ports, as well as the international custom-house at Ghardimaou, are open for the transit of non-prohibited goods, including such non-prohibited goods as are liable to octroi duties and internal taxes, but excluding goods falling under No. 91 of the General Customs Tariff.

The custom-houses of Adjeroud-Kiss (land), Lalla-Marnia, and El Aricha are open for the transit of non-prohibited goods imported from Morocco.

Art. 2. The reëxportation of the goods above referred to shall be effected through the Algerian custom-houses of Adjeroud-Kiss (land), Lalla-Marnia, and El Aricha, or through other custom-houses which may be set up on the Algerian-Moroccan frontier from the coast to Teniet-Sassi.

The custom-houses at Saïdia, Martimprey, Oudjda, and Debdou, together with other custom-houses which may hereafter be set up in the same region, will correspond, as points of entry into Moroccan

territory, to the above-mentioned points of dispatch from Algerian territory, where the examination of goods exported under transit regulations is to take place.

Art. 3. Goods sent by rail to Morocco shall, from the point of departure, be the subject of a bond (independent of the international transit engagements to insure the sealing of the wagons as far as the terminus of the railway) guaranteeing transport to one of the above-mentioned custom-houses in Moroccan territory, and these bonds will not be formally canceled until they have been indorsed with a certificate establishing the arrival of the goods in question and their being taken in charge by the Customs authorities of the Protectorate.

Beyond Teniet-Sassi, dispatches of goods shall take place under the same conditions after break of freightage at Ain-Safra, Beni-Ounif, or Colombi-Bechard, according to the ultimate destination of the goods. Transport shall then be effected into Moroccan territory under ordinary transit bonds delivered at the place of dispatch. The canceling of these bonds will in the same way be dependent upon the delivery by the military or administrative authority of a certificate establishing the arrival of the goods in Moroccan territory and their being taken in charge by the Shereefian service.

Art. 4. Dispatches of goods shall be carried out, by means of the formalities of sealing and affording guarantees for payment of the duty, in the manner laid down by Article 4 of the Decree of the 17th December, 1896.

In cases of transport effected from the point of dispatch to the point of ultimate destination by railway, or by vehicles which provide all necessary safeguards, sealing up of loads may be substituted for sealing of the packages.

Art. 5. The periods allowed for the formal canceling of bonds and engagements entered into at the place of dispatch are fixed by the customs authorities, who will take into account the conditions under which the convoys are marshaled and the normal duration of transport.

Art. 6. The special transit regime provided for by Article 15 of the Law of the 16th April, 1895, and regulated by the Decree of the 17th December, 1896, remains in force only in cases of clearances for oases in the Sahara. In these cases the maximum term of a year provided for by Article 5 of the last-mentioned Decree is reduced to a maximum of four months. This term may be extended by a term of equal length by a special ruling of the Director of Algerian Customs,

when such appears justified by exceptional circumstances which may have interrupted or delayed direct transport.

Art. 7. The Minister of Commerce, Industry, Posts and Telegraphs, the Minister for Foreign Affairs, the Minister of Finance, the Minister of the Interior, and the Minister for War are entrusted within their respective provinces with the execution of this Decree, which shall be published in the *Journal officiel* and in the *Bulletin officiel* of the Government-General of Algeria.

Given at Paris, the 2d May, 1915.

R. POINCARÉ.

By the President of the Republic:

GASTON THOMSON,

*Minister of Commerce, Industry,
Posts and Telegraphs.*

DELCASSÉ,

Minister for Foreign Affairs.

A. RIBOT,

Minister of Finance.

L. MALVY,

Minister of the Interior.

A. MILLERAND,

Minister for War.

EXCHANGE OF NOTES BETWEEN THE UNITED KINGDOM AND FRANCE AND
RUSSIA MODIFYING ARTICLE 2 OF THE CONVENTION OF NOVEMBER
9, 1914, RELATING TO PRIZES CAPTURED DURING THE PRESENT WAR.¹

*Article 2 of Convention of November 9, 1914 (Captures of Merchant
Vessels belonging to the Allied Countries)*

By exchange of notes (15th February — 27th April, 1915) between His Majesty's Government and the French Government it has been agreed that, where both vessel and cargo are proceeded against under Article 2 of the convention of the 9th November, 1914,² the provisions of paragraph 1 of that article shall be held to apply in all cases. Where only the cargo of the vessel is concerned, however, it has been agreed that, in addition to the specific case provided for by Article 2, para-

¹ Great Britain, Treaty Series, 1916, No. 5.

² Supplement to this JOURNAL, January, 1916 (vol. 10), p. 20.